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Business and commercial Aviation

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SENATE APPROVES $25 PER ENTRY CUSTOMS FEE FOR GA AIRCRAFT

U.S. Senate last week accepted an amendment proposed by Sen. Dennis DeConcini (D-Ariz.) that will put an annual $500 ceiling on a $25 per entry customs fee which the Senate Finance Committee approved earlier for general aviation aircraft flying into the U.S. from other nations. The Senate bill differs from one passed by the House this summer, which calls for a single annual fee of $25 *(BA, July 22/26)*. Differences between the two proposals, which are contained in a budget reconciliation package, will be debated in a House-Senate conference committee later this month. National Business Aircraft Association, in a notice to its members, called the Senate action "unwarranted and totally out of proportion to the cost of providing the (customs) service," and said "to charge individuals entering the country for inspections which are required by the federal government is antithetical to the concept of user fees itself."

NTSB'S GOLDMAN RENEWS CALL FOR CVR, FDR UNITS ON COMMUTERS

National Transportation Safety Board Vice Chairman Patricia Goldman said last week that because of the lack of any cockpit voice recorders or flight data recorders on board the Embraer Bandeirante which crashed in Jacksonville, Fla. last year *(BA, Dec. 10, 1984/185)* she was "personally skeptical that the board will ever be able to say with certainty" exactly what the cause of the Provincetown-Boston Airlines' crash was.

Speaking before the Regional Airline Association's fall meeting in Puerto Rico, Goldman said despite the improvement in commuter airline accident statistics since 1980, the lack of CVRs and FDRs in commuter aircraft was one of a "number of problems" the industry is facing. Recorders on board the PBA plane, she said, would not only have enabled NTSB to make a determination as to the accident's cause, but would have been "cost effective for the commuter industry and the taxpaying public" as well. Cost of the crash investigation, excluding salary, has exceeded $80,000. She said that while the board "is going to continue to press for the installation of recorders," she is "not optimistic that retrofit will be seen soon, if at all." Goldman said cost and installation of both recorders is somewhere in the area of $20,000 to $35,000, which she termed "an entirely reasonable cost," considering a new commuter airplane is priced at $3-6 million.

Goldman said the "low number of pilot hours" reflect another serious problem of the industry. She said pilot turnover resulted in pilots flying who have "just met FAA requirements, (have) little experience with the pilots who they are flying with, the airports they are flying from, and the equipment they are operating." To combat the problem, Goldman stressed the need for "more sophisticated screening methods" that would check more thoroughly into a pilot's background."

GATES LEARJET TO CONSOLIDATE ALL MANUFACTURING IN WICHITA

Gates Learjet Corp., as expected, announced last week it will consolidate all manufacturing operations in Wichita, Kan., suspend manufacturing at its Tucson, Ariz. plant on Dec. 13 and begin laying off some 500-550 of its 815 employes there. The company is expected to retain 200-250 employes in Tucson indefinitely, most of whom will be involved in customer service and support functions, as Learjet wants to

(Continued on the following page)

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AIRPORT & AIRWAY TRUST FUND
Status As Of Aug. 31, 1985

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 7,548,533,456.17	$ 6,440,835,770.41
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	7,028,000.00	67,979,299.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	2,474,000.00
2. Non-commercial 9 cents tax	1,696,000.00	20,184,384.00
3. Non-commercial 3 cents tax	565,000.00	6,274,128.00
4. Transp by air,seats,berths,etc.	228,285,000.00	2,270,305,730.00
Use of international trav fac	24,571,000.00	95,719,424.00
Transp of property and cargo	0.00	129,080,089.00
Total Tax Receipts	262,363,000.00	2,592,017,054.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	-10,657.00
2. Any liquid fuel except gas	0.00	-3,385,202.00
3. Gasoline -Retailer's tax	0.00	-581,777.00
4. Gasoline -Manufac. tax	0.00	-2,035.00
Total Reimburse For Tax Refunds	0.00	-3,979,671.00
Net Tax Receipts	262,363,000.00	2,588,037,383.00
C. Interest on Investments	962,498.19	743,543,223.03
Net Receipts	263,325,498.19	3,331,580,606.03
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	156,315,990.00	922,795,720.24
2. Grants-in-aid for airports	63,640,349.09	680,414,052.60
3. Facilities & equipment	35,256,742.03	375,923,813.39
4. Research engineering & development	23,840,740.71	240,220,056.68
B. NOAA weather services	0.00	20,250,000.00
C. Interest on Refund of Taxes	0.00	7,601.00
Total Expenditures	279,053,821.83	2,239,611,243.91
IV. BALANCE - END OF PERIOD	7,532,805,132.53	7,532,805,132.53

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	-611.09	
Operations	9,279.76	
Grants-in-aid for Airports	-182,129.39	
Facilities & Equipment	-224,303.69	
Research Engineering & Development	-1,200,103.06	
NOAA weather services	0.00	
		$ -1,597,867.47
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-3/4% maturing JUNE 30, 1986	$ 7,441,629,000.00	
10-5/8% maturing JUNE 30, 1986	15,740,000.00	
10-1/2% maturing JUNE 30, 1986	77,034,000.00	
		7,534,403,000.00
Total Assets		7,532,805,132.53
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 7,532,805,132.53
Total Liabilities and Equity		7,532,805,132.53

Treasury Department Chart